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**CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT**

COUNTRY Peru

SUBJECT Port of Matarani/Water Depth/Port Requirements and
Facilities/Port Development

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1. Hydrographic Information: HO Chart #5700 shows a shoal of 5½ fathoms off the end of the west breakwater. The shoal is in its charted position. There is no light on the east breakwater, although one is indicated on HO Chart #5700. The light, indicated on HO Chart #5700 on an island across the harbor entrance from the west breakwater (flashing 32 feet visible eight miles) is in operation. The two lights, indicated on HO Chart #5700 on the end of the west breakwater are both in operation. A large rock, which is inside the harbor just off the island at the end of west breakwater, constitutes a hazard to navigation. I believe that this rock is the one shown on HO Chart #5700.
 2. Berthing Facilities: There are berths for two large ships at the mole. Truck tires all along the face of the mole serve quite adequately as fenders. There are double railroad tracks on the apron of the mole.
 3. Port Development:
 - a. Buoys: It is planned to drop two buoys, inside the harbor to the northwest of the mole, so that when both berths at the mole are occupied, another ship can be brought in. There are no barges. At present there are no barges at Matarani, but some will be brought in.
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- b. Barge Landing: The barge landing (see enclosure (1)), until recently under construction, has been completed. It is a stone quay, which I estimate at 375 feet in length. I arrived at this estimate by pacing off the distance. The water off the barge landing is very shallow and is not suitable for large ships. There are railroad tracks on the apron of the barge landing.
- c. Lights: The pilots have asked that the Peruvian government install lights on the rocks just outside the east breakwater so that these rocks will be fully illuminated at night.
- d. Removing of Hazard: The rock mentioned in paragraph 1 was being blasted away. Work had not been completed at the time that I was in Matarani.
4. Pilots: There are three pilots stationed permanently at Matarani. One of them took our ship in and another one took it out. I believe both of these pilots handled the ship competently. I had only minor criticism of their actions. The pilot boat is a small motor-driven fishing skiff with no distinctive markings. It has very little speed. The regular pilot boat is being repaired. At present /August 1954/ pilots will take ships into and out of the port only during daylight hours. When the removal of the rock mentioned in paragraphs 1 and 3 is completed, and when better navigational aids are put in, it will be reasonably safe to enter and leave the port at night.
5. Tugs: There are three tugs at Matarani /as of August 1954/, and there are sufficient trained personnel to operate all three of the tugs. The two 750 hp German-made tugs are named the MAJES and the TAMBO. The tug personnel were quite competent. The pilot gives the tug orders by the ship's whistle and by mouth whistle. The orders appear to be understood and well-executed.
6. Entering Procedure: Vessels should lay about 1/4 of a mile off the breakwater awaiting the pilot. Since the pilot boat has very little speed, vessels should approach as close as possible, depending on weather conditions, and heave to. The tugs come out with the pilot. One tug takes the line from the bow. The bow tug keeps ahead of the ship ready to swing the bow on orders from the pilot. The other tug lays off close to the port beam all the way in. When the vessel has cleared the breakwater and is off her berth, the port anchor is let go and the bow tug lets go. The stern tug gives her own bow line to the ship and begins pushing the stern around. The engines were not used. The pilot came aboard our ship at 1255. The ship entered the breakwater at 1319. The ship let go the port anchor at 1321. The ship was secured starboard side to the dock with tugs and pilot away at 1343.
7. Departing Procedure: On leaving, the tugs were given lines fore and aft and the ship let go from the dock. The stern tug pulled the stern away from the dock, and let go. The ship's anchor was brought up and the bow tug pulled the bow around to head for the entrance. Once the bow was headed for the entrance, the ship moved ahead under her own power. The bow tug kept her line until the breakwater was cleared. The stern tug stood by the port beam until the ship was clear of the breakwater. Departing, the ship left the dock at 1041. The anchor was aweigh at 1046. The ship passed through the breakwater at 1051. Tugs and pilot were away at 1057.
8. Port Equipment:
- a. Railroad Cars: The cars used at the port belong to the Southern Railway and were loaned to Matarani terminal. Any cars for port operation must be requested from the railway.

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- b. Ore Buckets: Hochschild & Company has 27 buckets. These buckets were designed for handling coal. They are cylindrical shaped, 40 inches high and 40 inches in diameter, of 1/4" plate. They have a two inch diameter bar iron handle, pivoted 14" from the bottom. Hochschild officials stated that a better bucket would have to be designed. (As ore concentrate is heavy and does not run easily, the buckets would not dump automatically when the handle locking bar was released. They were emptied by securing a line into the upper lip of the bucket and heaving away on the runner.)
- c. Cranes: There is a crane of one half ton capacity at the ore dump at the east end of the mole. I think there were a couple of other small cranes in the port, but I cannot remember for sure.
- d. Other Equipment: There is an undetermined number of small cargo wagons at Matarani. These cargo wagons are large enough to carry either two or three buckets. There is an undetermined number of tow motors which are used for towing the cargo wagons.
9. Cargo Handling:
- a. Procedure: Sacked ore concentrate was brought alongside in railroad cars and loaded directly from the cars by the ship's gear. Bulk ore concentrate was loaded by buckets from small cargo wagons. The buckets were filled from a stockpile at the east end of the mole. A crane dumped the concentrate into a hopper. The buckets, on cargo wagons, were placed individually under the hopper. After five buckets were loaded, a tow motor hauled the wagons to a scale where they were weighed. From the scale, the buckets were hauled to shipside.
- b. Loading Rate: The gang loading by sacks averaged 30 tons per gang hour. The gang loading from buckets averaged 28 tons per gang hour. Twenty tons per gang hour is considered the average loading rate for the port. I believe the high loading rate for my ship was due to the fact that the ship was the only one in port and that the longshoremen were drawing overtime wages.
- c. Stevedores and Longshoremen: Stevedores and longshoremen who work in Matarani come from Mollendo. They are paid by the ton, and they work quite well. Since they were working on my ship during an overtime period, I believe they tried to load as many tons as possible during this period.
10. Transportation Connections: Matarani is connected by railroad with Mollendo and with Arequipa (an inland town). Matarani is also connected with Mollendo by road.
11. Repair Facilities: There are no repair facilities for large ships at Matarani.
12. Commercial Importance of Matarani: Our voyage to Matarani was made as a test to see whether the port was safe and profitable to enter. My company definitely intends to call at Matarani in the future. Some general cargo is brought into Matarani, but the export of ore is the big attraction to steamship companies. I believe Matarani will expand rapidly in commercial importance in the future.
13. Navy Interviewing Officer's Comment: Matarani has long been considered a rather dangerous port for large ships to enter. Several masters have told me that they felt that they could take a ship into the port but that their company would not give them permission to do so. This source's voyage seems to establish that it is reasonably safe and sufficiently profitable to send a large cargo ship into Matarani.

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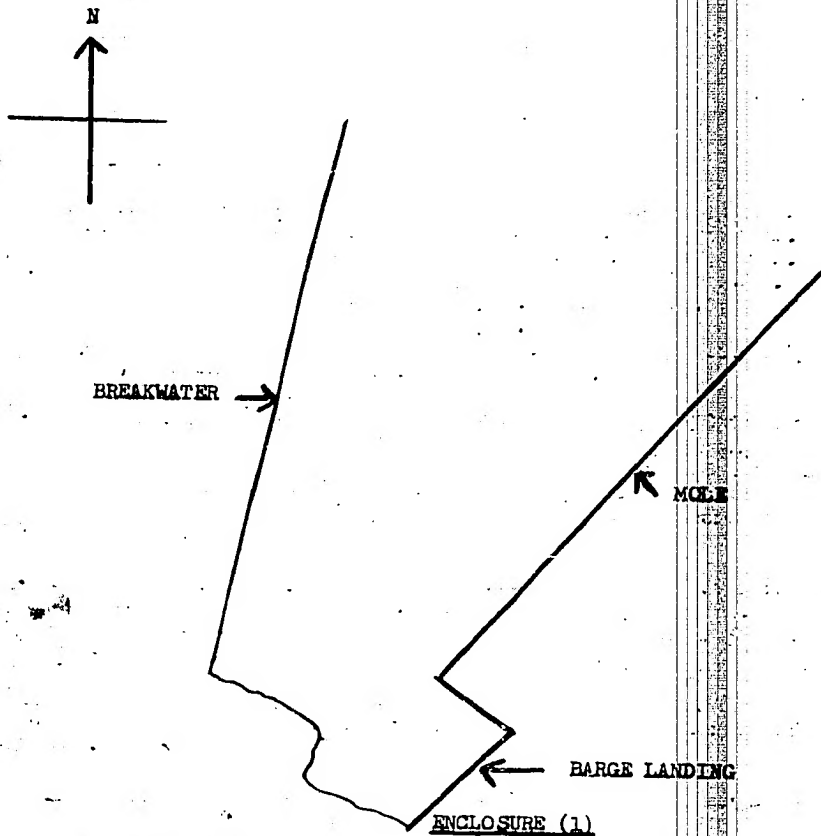
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SKETCH OF MATARANI HARBOR SHOWING LOCATION
OF THE BARGE LANDING



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